

Pier 76

Information and Updates



- NYPD occupies 230,200 square feet
 - Manhattan Tow Pound
 - Service Shop #8
- Mounted Relocation
 - Relocated Troop B horse stables and the Mounted Unit to 553 W53 Street in 2014, reducing the NYPD footprint on Pier 76. Space is now occupied by the Classic Car Club.

Pier 76- Layout

SITE: Manhattan Tow-pound & Service Shop 8 – Pier 76



Pier 76 –
408 12th Ave,
New York, NY
10018

April 24, 2018



Pier 76- Operations and Data

- **Manhattan Tow Pound**
 - Open to the public Monday at 8 am through Sunday at 5 am.
 - Takes in approximately 195 towed vehicles per day and over 49,000 annually.
 - High turn over- most vehicles are redeemed within 22 hours of tow.
 - Location for all city-wide deployments for large events, parades, presidential visits, etc.
 - Tow pound operation being studied pursuant to a Capital Project Scope Development (CPSD) study.
- **Service Shop 8**
 - Open Monday through Friday, 6 am to 3 pm.
 - Responsible for the maintenance and repair of nearly 1,100 vehicles.
 - Relocation of Service Shop #8 is not included in the study.
 - Separate effort to relocate the service shop is in progress with DCAS via real estate search.

Towing for Public Safety

- Manhattan Tow Pound tows are predominantly (96%) safety related
 - Emergency Vehicle Access
 - Parking in bus or fire lanes prevent proper access for emergency vehicles, including medical, fire and police. Blocking fire hydrants pose additional access issues for FDNY to provide emergency services.
 - Public Transportation
 - Buses cannot safely pickup/drop off passengers at the curb and must do so in the street. For customers in wheelchairs, it can prevent them from accessing altogether.
 - Pedestrian Safety
 - Hazards are created when a vehicle is left in a cross walk, hotel or hospital loading zone, or when a vehicle blocks a driveway. To navigate these vehicles, pedestrians are required to walk outside of designated safe zones, increasing their risk.
 - Bike Lanes
 - Vehicles booted in bicycle lanes require bike riders to leave their designated lanes and enter motor vehicle traffic, increasing the likelihood of collisions.

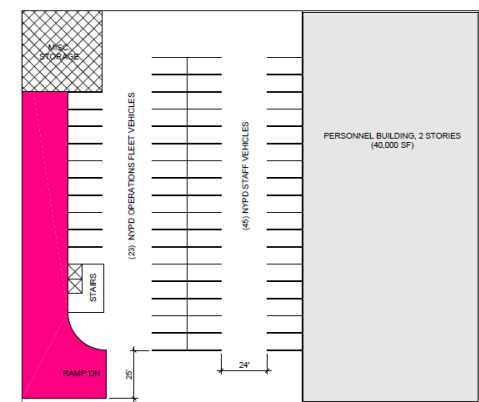
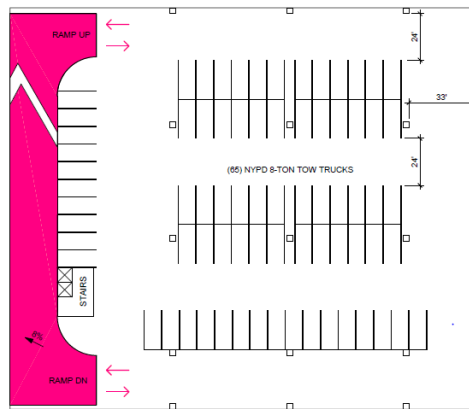
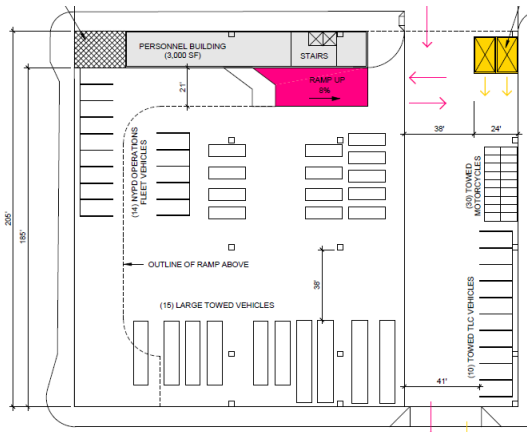
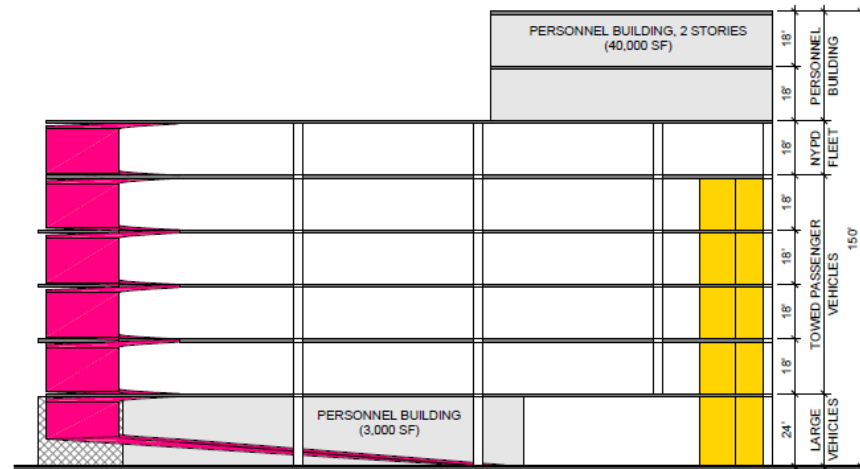
Capital Project Scope Development (CPSD) Study

- RFP for the Capital Project Scope Development Study went out in September 2018
- Vendor, Dattner Architects, was selected in 2018
- Contract was registered in February 2019
- Cost: \$1.8MM
- 12-month study divided into three stages
 1. Information Gathering/Data Analysis
 2. Identifying facility requirements, preliminary definition of concept plan options
 3. Developing masterplan schemes
- Stage One Report completed June 2019
- Stage Two Report expected November 2019

Study- Objectives and Goals

- Programmatic/operational needs of the Tow Pound, including possibilities of splitting functions into multiple sites
 - Review of staffing impacts for multiple sites
 - Review of towing policies/procedures
- Options for minimizing land use needs with solutions like automated parking or garage parking
 - Garage:
 - More complicated than regular garage parking
 - Requires higher ceilings to accommodate in-service tows, increased turning radii, etc.
 - Automated:
 - Uses a system of customizable pallets to move vehicles, allowing more efficient storage and redemption
 - Provides a vertical solution that was previously impractical because the vehicle is not driven

Multi-Story Garage



Automated Parking

